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Transport @COP21 Paris

DAY FOUR – 3 December 2015

LCAA Transport Focus Day



Opening Perspectives

On Day Four of COP21, the Lima-Paris Action Agenda Transport Focus event underscored the necessity of and potential for rapid action to implement low-carbon transport solutions for mitigation and adaptation on a global scale, through national and sub-national actions. The event was a historic step for sustainable transport by showing the progress that the sector has made in increasing visibility within the UNFCCC process. Together with the coverage of the main dimensions of sustainable transport within the targets of the new Sustainable Development Goals, the transport sector is poised for transformation.

The SLoCaT team covered the initiatives and efforts discussed in the LCAA Transport Focus in the context of the six areas of the We Are Transport campaign, to underscore connections among immediate and discrete transport initiatives and long-term, overarching priorities to expand mobility, increase resilience, and progress toward development goals both preceding and following an anticipated Paris agreement.

Lima-Paris Action Agenda Focus on Transport Event

The Lima-Paris Action Agenda (LPAA) is an initiative of the governments of France and Peru, the Office of the UN Secretary General and the Secretariat of the UNFCCC. The LPAA aims to demonstrate that the transition to low-emission and climate-resilient development is both urgent and feasible – politically, economically and technologically – and that this transition is already underway. A series of 12 high-level LPAA Thematic Focus events during COP21 are intended to highlight solutions that hold potential to accelerate transformational change and to underscore the high stakes of inaction.

The LPAA Transport Focus event provided a platform for governments to join with companies, cities, transport organizations and civil society to present collective initiatives to promote cleaner more efficient solutions for urban mobility, road vehicles, and long distance freight transport, with the aim to change the course of “transport as usual.” Numerous initiatives presented during the event reflected a new sense of urgency in the transport sector to provide solutions to keep the world stay a 1.5/2°C trajectory. The Transport Focus event was organized by the Paris Process for Mobility and Climate (PPMC), under the strong leadership of LPAA partners France and Peru, and the UN Secretary General’s Office.

Ségolène Royal, French Minister of Ecology, Sustainable Development and Energy participated in the LPAA Transport Focus press conference, showing the level of commitment from the French government to reducing transport emissions. The leitmotif of the LPAA is “We Must, We Can, We Will,” and these three themes came though strongly from the panel. The imperative of ‘We Must’ was echoed by the panel, as transport is the sector where emissions are growing fastest, with the trend to increase from around 25% to 33% of energy related GHGs by 2025. Numerous solutions were identified, including growing public transport share from UITP Secretary General Alain Flausch, and the newly promised funds replenishment to GEF of some \$280 million can contribute to sustainable transport.

During the press conference, Mme. Royal announced that the French government will encourage companies to build an electric car priced under 7,000 euros to help reduce urban transport emissions – COP21’s answer to the “deux chevaux,” noting that this will not solve the congestion problem but that the congestion will at least be cleaner! Overall, shifting transport from a business-as-usual pathway is a green growth opportunity in which many jobs can be created. Simon Upton of OECD wrapped the challenge up neatly with his observation that there are “so many solutions for transport, but the problem is the number of moving parts.”

The Transport Focus event was organized around three primary sessions, which focused attention on the 15 transport initiatives linked to the Lima-Paris Action Agenda.

The first session focused on setting the stage for transport’s central role in a forthcoming Paris agreement. Mme. Royal indicated the need to act now on transport, and launched three initiatives that are relevant to start solving problems. ITF stated that today’s technologies can be deployed to reduced emissions substantially. In Norway, transport accounts for one third of emissions and thus is particularly important to reduce emissions before 2030. The Inter-American Development Bank, on behalf of the world’s eight largest MDBs stressed that making INDCs bankable is a key step to their implementation, and reaffirmed support for sustainable transport from the world’s eight largest MDBs (see further details below). The session demonstrated the needs and opportunities for deep and forward-looking transformations of passenger mobility and

freight transport, noting that it is essential to make positive economic cases for these needed disruptions.

The second session focused on taking action on transport, across four sequences. A first sequence focused on transport's adaptation to climate change, illustrating emerging initiatives with a dedicated focus on the resilience from the road sector (e.g. through PIARC's International Climate Change Adaptation Framework for Road Infrastructure) and waterborne sector (e.g. through PIANC's Navigating a Changing Climate initiative). A second sequence showcased progress achieved by initiatives regarding long-distance freight, rail and aviation transport, noting that freight emissions are poised to overtake emissions in the coming decades. A third sequence highlighted urban mobility transformations, including walking and cycling, which detailed efforts to support the implementation of INDCs from developed and developing countries, and highlighted a move toward adopting integrated urban eco-mobility on a global scale. A fourth and final sequence focused on accelerating action towards fuel-efficient vehicles and e-mobility, through a broad call for shifting paradigms on motor vehicles through a coalition of cross-sectorial actors.

The third and final session focused on action beyond COP21, in which it was reiterated that the transport sector is ripe for transformation toward a more resilient and low-carbon future. Panelists discussed the importance of switching from fossil fuels to renewable energy sources, and noted that green growth is possible without sacrificing economic growth. Panelists emphasized that transport is also a social concern, as humans must have reliable access to jobs, health care, and other essential services. It was stated that if transport planning is done right through avoid, shift, improve strategies, then cities can be built in a more connected and compact way, through which financing can be kept low. It was noted that governments should set standards and push sustainable development forward, and that adaptation requires additional attention in the transport sector.

The event concluded with consensus that this time calls for added investment in transport despite limited resources, with emphasis placed on the concrete efforts to work together to tackle this global challenge. An open invitation was addressed to all stakeholders, civil society, business, and governments, to upscale their ambition to advance sustainable transport in the future.

KEY FOCUS AREAS ON TRANSPORT AND CLIMATE CHANGE

Throughout COP21, the SLoCaT Partnership is reporting on progress in the following six areas as featured in negotiations and other events, to reflect the structure of the recently launched [We Are Transport](#) campaign. The campaign brings together all transport modes and sub-sectors under the common purpose of combating climate change. The SLoCaT team covered the initiatives and efforts discussed in the LPAA Transport Focus in the context of these six areas which demonstrate a broad range of initiatives that reflect the main categories of INDC transport measures; thus, subnational initiatives such as these are needed complements to achieve the national-level mitigation and adaptation ambition expressed in INDCs.

Decarbonization of the Transport Sector

Going beyond incremental mitigation to deep decarbonization requires a multi-sectoral approach across all modes of transport (e.g. ICAO/ ATAG Climate Action in Aviation, the UIC Low Carbon Sustainable Rail Transport Challenge), and all types of infrastructure across cities and regions

(e.g. PIARC's Low Carbon Road and Road Transport Initiative). As for adaptation, upstream planning to shape city and regional development patterns, and how industry and logistics providers operate, offers the greatest scope for decarbonization. The actions needed are known and can be transformational. A particular challenge and opportunity exists to address the future rapid increase in urban populations in the developing world. Will cities be large unplanned sprawling metropolises or more orderly compact communities exhibiting low carbon emissions and resilience?

Thus, the LPAA Focus on transport showcased how city and regional planning can significantly reduce emissions over the long-term with many co-benefits. The GEF CEO emphasized the importance of urban planning and how compact, connected and coordinated cities can save so much financing resources. She estimated that \$11 trillion by 2030 could be saved by transport alone if avoid-shift-improve strategies were implemented. Similarly, members of the International Association of Public Transport (UITP) have made 350 commitments for the coming year through the UITP Declaration on Climate Change Leadership that include inter alia extension and improvement of public transport networks and reduced energy consumption, with 325 of these aiming at mitigating carbon emissions.

Apart from initiatives around public transport, transit oriented development, and clean vehicles and fuels (e.g. International Zero-Emission Vehicle Alliance), there was particular interest in transport issues that have received less attention in the past such as green freight. For example, the Mayor of Rotterdam talked about the sustainability efforts in the Port of Rotterdam such as their pioneering project to introduce liquefied natural gas to operate seagoing vessels, inland vessels and trucks, which also turn off their engines and connect to electricity while queuing. The port terminals are fully electric, from the automated guided vehicles to the quay cranes, running on power generated by wind turbines on site. Similarly, the Delhi Airport uses fixed electrical ground power units to propel vehicles used within the airport.

Adaptation and Climate Resilience in the Transport Sector

Adaptation of the transport sector was recognized as a key challenge. MDBs and others have recently committed to incorporating adaptation as well as mitigation in transport investments, and the PIANC and PIARC adaptation commitments mentioned previously. Effective and efficient adaptation will lead to reductions in future expenditure on reconstruction while avoiding economic interruption. The new Sustainable Development Goals and the broad post 2015 development agenda offer a broad focus that includes multiple goals and targets including adaptation and resilience.

Looking to the future, it would be better to improve resilience of infrastructure and communities by effective upstream policy development and planning that should commence now. To this end, the use of programmatic approaches was advanced as important for adaptation while at the same time building national and sub-national capacity for effective planning of resilient infrastructure. Norway's experience supports including adaptation components in larger projects to generate recognition and ownership, not doing it later or as a standalone.

Some possible policy instruments for adaptation in transport should be subsidies for energy efficiency and insurance for climate change impacts, as well as taxation instruments. Grants themselves are not enough to deal with adaptation, but can be a pilot for new technologies to understand risks and find new solutions. Capacity building, data generation and decision making modules will be vital for climate change adaptation in the transport sector.

Urgency and Timeliness of Action on Transport and Climate Change

The opening statement by Minister Ségolène Royal stating the need for urgent action prior to 2020 set the tone for the Transport Focus event. The need for action to reduce emissions, improve resilience and enhance sustainable development was embodied in the many initiatives showcased in today's event. There was a general consensus that all stakeholders need to work hard to put the world on a low carbon pathway and strengthen resilience of infrastructure and our communities. Solutions of the type showcased today offer immediate business opportunities while furthering climate goals (e.g. ITS for the Climate, C40 Clean Bus Declaration). Government commitment and readiness, private sector readiness and resources, are necessary for this to happen.

Transport's Connectivity and Accessibility

INDCs, city-level initiatives, low carbon practices for airports (e.g. Airport Carbon Accreditation initiative), ports and railways can support/ improve connectivity and accessibility while supporting sustainable development and climate goals. Integrated urban mobility solutions in cities and outside improve connectivity and accessibility. At an urban level, a focus on public transport and NMT accessibility measures can reduce the reliance on private vehicles with improved access to jobs and community services and savings to individuals, firms and infrastructure agencies.

The Minister of Environment of Peru encouraged governments to eliminate subsidies for fossil fuels and use that money to promote sustainable cities by having integrated transport systems. NMT is a vital part of the overall solution as it is low cost with substantial climate, health and sustainable transport benefits. It is a key part of making cities attracting for investment and tourism to cities. The new e-bikes promises to expand the role of cycling for both passenger and passenger travel. Paris showcases a great example of "integration" aided by advances in communications and technology.

Improved regional railways, ports and airports also improve national, regional and global connectivity. High-ridership railways offer an important model delivering large economic and social benefits while emitting only 1% of transport's total GHG emissions. Recent advances in low-carbon practices of airports and ports are consistent with good business practice and will assist the air and maritime sub-sectors become more competitive. The Mayor of Rotterdam described the financial incentives they have created for the climate friendly vessels coming into their port.

City level initiatives such as CODATU's "MobiliseYourCity" initiative promise to lead to more sustainable development, low carbon patterns, but at a lower financial cost than business as usual. The MDBs see the value of INDCs to be bankable using amongst other things programmatic approaches. INDCs offer the potential to marry climate and Sustainable Development Goals including improved accessibility and connectivity.

Technological Dynamism and Innovation for Transport

The new Paris Declaration on Electro-Mobility and Climate Change and Call to Action being launched at COP21 brings together individual and collective commitments to increase electro-mobility to levels compatible with a less-than 2-degree pathway. It builds on current successful experiences worldwide and the converging interest of all transport modes for hybrid/electric solutions (e.g. Urban Electric Mobility Initiative). The Declaration is a collaborative initiative

between LPAA founding partners (the Governments of France and the United Nations Secretary-General Executive Office in particular) in close coordination with The Paris Process on Mobility and Climate, the International Energy Agency, and other transport partners.

Norway's, Minister, Special Envoy for Climate Change, Hanne Bjurstrøm mentioned the important of consistent, long-term policies for promoting electric vehicles (EVs). Modern technologies are vital for promoting sustainable passenger and freight transport systems of relevance to individuals, firms and the communities in which they operate.

Expansion of EVs in many countries will lead to cheaper life-cycle costs of purchase and operation of individual passenger vehicles. Globally, many taxi companies and individuals are adopting EVs voluntarily primarily because of their financial benefits, with projected savings of 5,000 euros per year per taxi driver in Paris if a dense network of charging stations is available.

Fuel economy improvements promoted by the Global Fuel Economy Initiative will not only cut GHG emissions from the transport sector but also lead to massive individual, company and national savings on fossil fuel expenditures.

Finance for Low Carbon Transport and Economy-Wide Gains

Jean Pierre Loubinoux, Director General of the International Union of Railways, reminded the audience that shifts in investment to sustainable transport can realize savings in expenditures (from avoided costs for vehicles, fuels and transport infrastructure) estimated at over USD 70 trillion in the period from now to 2050 (quoting IEA estimates). LPAA-linked initiatives on urban mobility (e.g. Modal Shift to Cycling Worldwide and Doubling Cycling in Europe by 2020), road vehicles (e.g. Global Fuel Efficiency Initiative), and freight and long distance transport (e.g. Global Green Freight Initiative) can also yield clear financial benefits.

Naoko Ishii, GEF CEO and Chairperson, confirmed the necessity and advantages of creating low-carbon cities across multiple sectors including transport. Compared to business as usual, savings in investment in city infrastructure of up to USD 18 trillion are expected of which transport could represent 60% by 2050. GEF is working with several MDBs to promote low carbon city development in several continents (11 countries, 23 pilot cities and an investment of USD 150 million in GEF grants plus USD 1.5 billion in additional financing from other sources).

The world's eight largest MDBs have confirmed that in the past three years USD 55 billion has been committed by the MDBs on track to meet their USD 175 billion commitment.

MDBs Renew Commitment to Sustainable Transport

During the LPAA Transport Focus event, the world's eight multilateral development banks (MDBs) renewed their commitment to mitigate GHG emissions from transport and increase the resilience of transport to climate change. This followed on from their Rio+20 Conference pledge to provide USD 175 billion for sustainable transport (ST) by 2022, having provided USD 65 billion already in the last three years.

In their statement on December 3 at COP21, the African Development Bank, Asian Development Bank, CAF-Development Bank of Latin America, European Bank for Reconstruction and Development, European Investment Bank, Inter-American Development Bank, Islamic

Development Bank, and the World Bank pledged to speed up action in the areas of climate finance, low-carbon transport solutions, and adaptation and resilience.

MDBs have recently committed to substantially increase financing for climate change mitigation and adaptation over the next few years. Transport is expected to play a key role in that commitment. The MDBs will increase their focus on low-carbon transport solutions and will continue to harmonize tools and metrics to assess transport-related GHG emissions. And the MDBs will jointly develop a systematic approach to mainstream climate resilience in transport policies, plans and investments.

For example, Bambang Susantono, ADB Vice-President for Knowledge Management and Sustainable Development, said, “ADB will prioritize bus and metro systems in cities, pedestrian and cycle pathways, and long distance railways to reduce emissions and congestion while providing safe and efficient transport in Asia.” Enrique Garcia, President and CEO of CAF - Development Bank of Latin America, noted that “transport plays a key role in the climate change agenda worldwide, but Latin America’s engagement becomes a more critical factor in developing sustainable solutions given the high motorization rates the region is facing. Our countries, emerging economies, carry greater challenges and responsibility into building faster solutions understanding that we are becoming a larger player in emissions. “And Laura Tuck, World Bank Vice President for Sustainable Development, asserted that “transport must be a significant piece of the climate solution...Now is the time to turn our commitments into action and we stand ready to work with countries as they develop low carbon and climate-resilient transport activities.”

MDBs recognize the importance of INDCs for transport and the MDBs see their role as to make them bankable. SLoCaT’s work on documenting INDCs show that more than three quarters of INDCs analyzed by SLoCaT refer to planned transport sector measures. With their prior experience in the deployment of international climate funds, the MDBs are well placed to support INDCs that will also enhance implementation of the new Sustainable Development Goals.

Enrique Garcia, President and CEO of CAF-Development Bank of Latin America remarked that programmatic approaches are more important than mere focus on projects. But he added that more MDBs should target adaptation and resilience projects not just mitigation.

The 2nd progress report of the MDB Working Group on Sustainable Transport is available [here](#), and the 3rd Progress Report is expected to be made public shortly.

PPMC Clean Mobility Reception

Following the LPAA Transport Focus event, the Michelin Challenge Bibendum and SLoCaT Partnership jointly organized a reception at Pavillon Gabriel. The event was well attended with more than 250 guests representing sustainable transport actors from governments, businesses, UN organizations and civil society.



Guests enjoy conversation and wine with the organizers during speeches and talks at the Clean Mobility Reception on December 3, 2015

Transport Champions of the Day

Throughout COP21, SLoCaT daily reports will highlight progress in the transport sector at national levels, as reflected in national-level transport measures in Intended Nationally-Determined Contributions (INDCs) and by subnational actors through a number of [transport commitments](#) linked to the Lima Paris Action Agenda (LPAA).

Transport-Focused INDC of the Day

Burkina Faso has set an economy wide conditional target of 11.6% below the 2030 Business as Usual (BAU) scenario. Burkina Faso has also set a transport sector target of at least a 42% below the 2030 BAU scenario, however, this is conditional on adequate international support.

Proposed transport measures in Burkina Faso's INDC include faster improvements in vehicles i.e. a 30% reduction in consumption by 2025 instead of 20% for 2030 and the use of alternative hydrocarbon biofuels. Burkina Faso intends that bioethanol production units substitute 10% of consumption in 2030 and substitute 5% of diesel consumption in 2030.

Burkina Faso's INDC can be viewed [here](#), and SLoCaT's transport-focused analysis of INDCs can be viewed [here](#).

Transport Initiative of the Day

Inspired by the call to action by Secretary General Ban Ki-moon in September 2014, the World Cycling Alliance (WCA) and European Cyclists' Federation (ECF) Commitment brings together cities with targets on cycling mode share. Under the motto, "Cycling delivers on the global goals," the initiative showcases the ambitions of cities to increase the modal share of cycling worldwide and to double cycling in Europe by 2020. It collects and disseminates lessons learnt from successful cycling cities, countries and regions that adopted clear targets on cycling.

Mobilizing support of WCA and ECF members to enable local, national and international governments and institutions to scale up action on cycling, the initiative aims to show the importance of cycling to achieve the new UN Sustainable Development Goals, with special attention to climate action.

For more information, please visit the [European Cyclist's Federation website](#).

Best Practice Climate Action in Transport (80 Days Campaign)

The "Around the World in 80 Days Campaign" documents and communicates climate actions in the transport sector. The 80 Days Campaign is an initiative of the Netherlands government and the Paris Process on Mobility and Climate (PPMC). It references the famous Jules Verne novel to create a time-bound process prior to COP21.

On the fourth day of COP journey, we would like to take our readers to New Delhi, India to present a transport climate action to use renewable solar energy for the aviation industry.



Fourth stop. India. New Delhi. December 3, 2015

Using renewable solar energy use for the aviation industry, as part of the Airport Carbon Accreditation (ACA) initiative.



Indira Gandhi International Airport (IGIA) consumes on average nearly 200 million units of energy per annum, which accounts for the consumption of energy by airport operations plus the demand from the various stakeholders and concessionary service enterprises operating at IGIA Airport.

In order to maximize the economic and environmental performance of the airport, Delhi International Airport Ltd., the consortium that manages the airport, installed a 2.14 MW PV solar plant. It is the first airport in India to have a [MW-scale solar power plant](#) at airside premises. This measure has been taken to promote the use of renewable energy, reduce emissions and also to support the National Action Plan on Climate Change.

Honorable mention also goes to the [Car-Free Day campaign](#) in Coimbatore, India.

For more information on the transport climate action, please go to [here](#).

Closing Thoughts

The LPAA Transport Focus event demonstrated that the transport sector has indeed come a long way since COP15 Copenhagen of 2009, and the priorities outlined in the event must indeed be a

key focus of the international agenda. In the closing session Violeta Bulc, Commissioner for Transport, European Union noted that that G7 is putting emphasis on transport and sustainability in seeking common solutions for its global initiatives, and pointed out that COP21 offers a key platform to do so.

However, there is still much ground for sustainable transport to cover. PPMC's central role in organizing the LPAA Transport Focus event underscores the challenge of incorporating transport in the UN climate change and sustainable development processes. And while global processes create a necessary precondition for strong climate action and sustainable development co-benefits in the transport sector, still remaining is the important task of implementing INDCs and ratcheting up mitigation and adaptation ambition in countries. Much progress has been made by nations and their development partners in how to make this happen but more consideration and associated resources are still needed. What happens on the ground is ultimately what matters.

Announcements and Upcoming Transport Events

Saturday December 5th is [COP21 Action Day](#), an event that aims at highlighting the most remarkable commitments from non-state actors under the LPAA and demonstrating what could be a resilient and low-carbon world in 2050. During this high-level event, Jean-Dominique Senard, CEO of Michelin, together with Eduardo Paes, Mayor of Rio de Janeiro, will speak on behalf of the transport community in a session themed "Inhabiting tomorrow's territories" from 13:00-14:00 in Plenary Room 2, Blue Zone.

Other forthcoming transport-related events include the following:

December 4

- ["GHG Mitigation in the Transport Sector – Roadmap for India."](#) Organized by Indian Railways. (December 4, 10:00-13:00, India Pavilion-Blue Zone)
- ["Innovative and Sustainable Mobility: Towards a Smart Administration of Mobility and Energy in Major Metropolis."](#) Organized by the Île-de-France Regional Government. (December 4, 11:00-12:15, Room 01, Espace Générations Climat)
- ["Fiscal Policies for a Low Carbon and Inclusive Green Economy: The Role of Fossil Fuel Subsidy Reform."](#) Organized by BMUB, GIZ, IMF and UNEP. (December 4, 12:00-14:00, German Pavilion, Hall 2B)
- "Reduce Air Pollution to Save Lives and Combat Climate Change." Organized by UNECE, IASS and CCAC. (December 4, 12:30-14:00, EU side-event room 'Luxembourg')
- "Urban Mobility and Policies and Climate Change." Organized by CIRED and the French Ministry of Ecology, Sustainable Development and Energy. (December 4, 13:00-15:00, French Pavillion, Blue Zone)
- ["LPAA Focus Day on Short Term Pollutants."](#) Organized by Global Green Freight Action Plan (CCAC). (December 4, 15:00-18:15, Blue Zone)

December 5

- ["Pathways to Sustainable Mobility through Local, National and Global Action."](#) Organized by EMBARQ México, Clean Air Asia, FIA Foundation and IPIECA. (December 5, 11:30-13:00, Observer Room 04, Blue Zone)
- ["The Path for Low Carbon Shipping."](#) Organized by ECF, T+E, Denmark. (December 5, 13:15-14:45, Observer Room 02, Blue Zone)

- “[Mayors' Commitment to EcoMobility in Cities](#)” Organized by Paris Process on Mobility and Climate (PPMC) (December 5, 15:00-16:00, Agora Hall)

Please visit the PPMC [Transport Events at COP21](#) website for a full listing of forthcoming transport events.

In addition, we would like to invite you all to join the **We Are Transport** social media campaign we have launched on Twitter. PPMC invites everyone to support the We Are Transport Campaign and join the discussion on Twitter using hashtag #WeAreTransport. For more information, please visit <http://ppmc-cop21.org/common-messages/>.

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